

The Hongkong Telegraph.

No. 394.

THURSDAY, MAY 3, 1883.

SIX DOLLARS PER QUARTER.

For Sale.

HOME CURED SUFFOLK BACON.

WE have been Appointed Sole Agents for the Sale in China, Japan, and Manila, of EDWARD BEATT'S well-known HOME CURED SUFFOLK BACON, HAMS, and BATH CHAPS, and have arranged to receive regular monthly Supplies.

A Shipment has arrived per Steamship *Glenfruin*, and to prevent disappointment, as the Supply is limited, we shall be glad to receive Orders as soon as possible, or to open a List of Customers who may desire to be regularly supplied.

LANE, CRAWFORD & Co.

Hongkong, 26th April, 1883. [340]

Insurances.

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED).

CAPITAL TAELS 600,000. EQUAL \$333,333.33. RESERVE FUND.....\$70,858.27.

BOARD OF DIRECTORS. LEE SING, Esq., LEE YAT LAU, Esq., LO YOK MOON, Esq., CHU CHIK NUNG, Esq., MANAGER—HO AMEI.

MARINE RISKS ON GOODS, &c., taken at CURRENT RATES to all parts of the world.

HEAD OFFICE, 8 & 9, PRAYA WEST. Hongkong, 1st September, 1882. [601]

YANGTSE INSURANCE ASSOCIATION.

CAPITAL (Fully Paid-up).....Tls. 420,000.00. PERMANENT RESERVE.....Tls. 230,000.00. SPECIAL RESERVE FUND.....Tls. 290,553.95.

TOTAL CAPITAL AND ACCUMULATIONS, 8th May, 1882.....Tls. 940,553.95.

DIRECTORS. H. DE C. FORBES, Esq., Chairman. J. H. PINCKVOS, Esq., W. MEYERINK, Esq., A. J. M. INVERARITY, Esq., G. H. WHEELER, Esq.

HEAD OFFICE—SHANGHAI. Messrs. RUSSELL & Co., Secretaries.

LONDON BRANCH. Messrs. BARRING BROTHERS & Co., Bankers.

RICHARD BLACKWELL, Esq., Agent, 68 and 69, Cornhill, E.C.

POLICIES granted on MARINE RISKS to all parts of the World.

Subject to a charge of 12 per cent. for Interest on Shareholders' Capital, all the PROFITS of the UNDERWRITING BUSINESS are annually distributed among all Contributors of Business (whether Shareholders or not) in proportion to the premium paid by them.

RUSSELL & Co., Agents. Hongkong, 23rd January, 1883. [83]

THE Undersigned have been appointed AGENTS to the NEW YORK BOARD of UNDERWRITERS.

ARNHOLD, KARBERG & CO. Hongkong, 15th June, 1881.

RECORD OF AMERICAN and FOREIGN SHIPPING.

ARNHOLD, KARBERG & Co. Hongkong, 15th June, 1881. [457]

NOTICE.

THE MAN ON INSURANCE COMPANY, LIMITED.

(CAPITAL SUBSCRIBED.....\$1,000,000.)

The above Company is prepared to accept MARINE RISKS at CURRENT RATES ON GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.

WOO LIN YUEN, Secretary. HEAD OFFICE, No. 2, QUEEN'S ROAD WEST. Hongkong, 1st February, 1882. [106]

Intimations.

TENDERS will be received by the Undersigned at or before 4 P.M. of FRIDAY, the 1st proximo, for the SUPPLY of 1800 cubic feet of ARANGA TIMBER, sawn to square 12 inches by 12 inches, 20 feet lengths, according to specification which can be seen on application to the NAVAL STOREKEEPER'S Office.

The right to reject the lowest or any Tender is reserved.

W. HYNES, Acting Storekeeper. H. M. NAVAL YARD. Hongkong, 2nd May, 1883. [349]

THE CHINESE INSURANCE COMPANY, LIMITED.

NOTICE.

NOTICE is hereby given that ORIGINAL SCRIP CERTIFICATE No. 1973, dated 18th June 1880, for THREE SHARES in the above Company, standing in the name of REUBEN SOLOMON, has been LOST, and should the same not be produced before the 9th May next, a Duplicate thereof will be issued to REUBEN SOLOMON, and no transaction taking place under the said ORIGINAL SCRIP CERTIFICATE, No. 1973, will be recognized by the Company.

By Order, D. MCCLAIRIN, Acting Secretary. Hongkong, 10th April, 1883. [178]

Auctions.

FURNITURE SALE.

ELEGANT ENGLISH and CANTON MADE HOUSEHOLD FURNITURE.

LANE, CRAWFORD & Co. have received instructions from EDMUND SHARP, Esq., to Sell by Public Auction, at his Residence, Robinson Road,

TO-MORROW, the 4th May, at 2 o'clock,—

THE WHOLE OF HIS HOUSEHOLD FURNITURE,

Comprising:—

DRAWING ROOM: HANDSOME CARVED BOMBAY BLACK-WOOD TABLE, MAHOGANY MARBLE-TOP TABLES, CRETONNE COVERED COUCHES and CHAIRS, OLEOGRAPH, CASALIERS, MIRRORS, &c.

DINING ROOM: CARVED SIDEBOARD, WHATNOT, MAHOGANY MOROCCO COVERED CHAIRS, PLATED, GLASS and CROCKERY WARE, FENDER and FIRE IRONS, CARPETS, STATUETTES, &c.

BED ROOMS: TEAK and MAHOGANY WARDROBES, MAHOGANY BEDSTEADS, MARBLE-TOP DRESSING TABLES and WASHSTANDS, SECRETAIRE, BATH TUBS, &c.

Also, AN ALCOCK'S PATENT COMBINED MAHOGANY DINING and BILLIARD TABLE complete with CUES and BALLS.

A HANDSOME INDIAN CARPET. Choice Collection of PLANTS in POTS, &c. &c.

Catalogues will be issued, and the Furniture will be on view, the day previous to the Sale.

TERMS—Cash. LANE, CRAWFORD & Co., Auctioneers. Hongkong, 26th April, 1883. [329]

PUBLIC AUCTION OF BOOKS.

LANE, CRAWFORD & Co. have been instructed to Sell by Public Auction, at the Court House, on

SATURDAY, the 12th instant, at 2 o'clock P.M.,

THE LIBRARY of the late Mr. JUSTICE SNOWDEN.

Comprising:—

The Principal LAW BOOKS and General LITERATURE.

Also, A FEW BOOKS ON CHINESE SUBJECTS, and MORRISON'S CHINESE DICTIONARY.

THE BOOKS will be on view, at the Court House on the 11th instant.

TERMS—Cash. LANE, CRAWFORD & Co., Auctioneers. Hongkong, 26th April, 1883. [348]

Amusements.

THEATRE ROYAL, CITY HALL, HONGKONG.

LESSEE and MANAGER.....E. S. WOLFE. STAGE MANAGER.....O. T. JACKSON. LEADER OF STRING AND BRASS BANDS.....J. NEIHOF. CONDUCTOR.....R. THORNE.

FOR A SHORT SEASON ONLY, COMMENCING

SATURDAY, the 5th May.

THE MASTODON STAR MINSTRELS.

MASTODON MINSTRELS! MASTODON MINSTRELS! MASTODON MINSTRELS!

MUSIC! MIRTH! MELODY! MUSIC! MIRTH! MELODY! MUSIC! MIRTH! MELODY!

SELECTED BALLADS, SCREAMING FARCES, NEW WITTICISMS.

BONES. 4. END MEN. 8. END MEN. 4. TAMBOSES. 4.

6 COMEDIANS 6. 6 COMEDIANS 6. 6 COMEDIANS 6.

DOUBLE QUARTETTE. DOUBLE QUARTETTE. DOUBLE QUARTETTE.

ORCHESTRA 16. INSTRUMENTALISTS. ORCHESTRA 16. INSTRUMENTALISTS. ORCHESTRA 16. INSTRUMENTALISTS.

THE EXCELSIOR CLOG DANCERS. EXCELSIOR CLOG DANCERS. EXCELSIOR CLOG DANCERS.

THE ACROBATIC DANCERS. THE ACROBATIC DANCERS. THE ACROBATIC DANCERS.

THE BELL RINGERS. THE BELL RINGERS. THE BELL RINGERS.

OUR ENTERTAINMENT IS ORIGINAL FAMOUS UNSURPASSED.

Teeming with Wit and Humor, without the slightest semblance of vulgarity.

PRICES OF ADMISSION. Dress Circle.....\$2.50. Orchestra Stalls.....\$1.00. Back Seats.....\$1.00.

Box Plan now open at Messrs. KELLY & WALSH'S where Seats can be secured, and where Subscription Packets are obtainable containing:—

6—Dress Circle Tickets for.....\$12. 6—Orchestra Stalls for.....\$10.

Doors Open each Evening, for Sale of Tickets at 8.30.

Performance will commence at 9 o'clock. M. J. ABRAHAMS, Business Agent. Hongkong, 28th April, 1883. [332]

Intimations.

KELLY & WALSH'S LIST OF NEWLY IMPORTED TOBACCOS AND CIGARETTES.

TOBACCOS. RICHMOND GEM CURLY CUT. SWEET CAPORAL. HALF CAPORAL. CAPORALS. TRIPLE ALLIANCE. EXTRA BRIGHT VIRGINIA. LONG CUT VIRGINIA. TURKISH MIXTURE. COCK ROBIN. BRIGHT AMERICAN BIRD'S EYE. UGLY CUT (CAVENDISH). PERIQUE VIRGINIA MIXTURE. VETERAN. WILKES' BRISTOL BIRD'S EYE. HAVANA CIGARS OF THE CHOICEST BRANDS; MANILA CIGARS and CHEROOTS, THOROUGHLY WELL SEASONED.

TOBACCOS—(CONTINUED.) OLD JUDGE. HAPPY THOUGHT—Medium Strength. DOLLAR BRAND—Full Strength. STAR MIXTURE—Mild. GOLDEN EAGLE—Medium Strength.

CIGARETTES. LITTLE BEAUTIES. OLD JUDGE. CAPORAL. HALF CAPORAL. RICHMOND GEM. RUSSIAN CIGARETTES.

NEW GOODS JUST RECEIVED.

New Assortment of Cut Scraps. New Passe Partouts. Call Bells. New Photo Albums for Cabinets only. News Cutting Scrap Books. Canton Drawing Pencils in Boxes of 6 Grades. Skeleton Guard Books. Invoice Guard Books. Prepared Charcoal for Drawing. SPECIALTY—ANTI COCKROACH VARNISH effectually prevents the destruction of Books by Cockroaches. It neither injures the binding, nor produces the objectionable sticky appearance common with Chinese Varnishes.—Sole Proprietors.

Perry's Patent Ventilating Garters. Portable Dressing Cases for Gentlemen. Wang's Wall Plaques. Miniature Plaques for Hand Painting. New Chit Books and Chit Cases. Limp Leather Manuscript Books. Cheap Manuscript and Note Books. Novelties in Purses, Portmonies, Ladies' Companions, Hand Bags, &c.

KELLY & WALSH—HONGKONG. Hongkong, 28th April, 1883. [350]

W. BREWER HAS JUST RECEIVED.

MY QUEEN WALTZ. VIOLETTES WALTZ. LE PREMIER PAS POLKA. ALL WALDTEUFEL'S WALTZES. SWEETHEARTS' WALTZ. OFFICERS' WALTZ. TRUE TILL DEATH SONG. CRAMER'S DANCE ALBUMS.

NEW BOOKS. BABER'S TRAVELS IN WESTERN CHINA. MAX MULLER'S INDIA. CRANE'S LECTURES ON ART. NEW PARLIAMENTARY BLUE BOOKS ON CHINA. LECKY'S WRINKLES IN NAVIGATION. PARALLEL NEW TESTAMENTS. THE AUSTRALIANS IN ENGLAND. LANDELL'S THROUGH SIBERIA. GLAZEBROOK'S PHYSICAL OPTICS. THE AGE OF FIRE AND GRAVEL BY DONNELLY. SEDGWICK'S LIGHT. GAELIC PROVERBS. FOREIGN OFFICE LIST.

SWINBURNE'S POEMS AND BALLADS. PROCTOR'S LEISURE READINGS. CASSELL'S DICTIONARY OF COOKERY. MARKHAM'S WAR BETWEEN PERU AND CHILI. COASTS LIE IN HAWAII. OSWALD'S ZOOLOGICAL STUDIES. GRIFFITH'S COREA. BONWICK'S PORT PHILLIP SETTLEMENT. NEW SYSTEMS OF LEARNING LANGUAGES. ARTISTS' GOODS IN GREAT VARIETY. BEZIQUE and SQUEEZER PLAYING CARDS.

NEW FANCY GOODS. W. BREWER, QUEEN'S ROAD. Hongkong, 19th April, 1883. [703]

SAYLE & CO. NEW SPRING GOODS.

EX S.S. "GLENCOE" EX S.S. "GLENOGLE"

White Dress Materials. Cream Dress Materials. NUNS' VEILINGS in every Color. SUMMER BEIGES in every Color. GALATEAS for Boys' Washing Suits. WHITE INDIA MUSLINS. MULL CORD MUSLINS. WHITE VICTORIA LAWNS. BLACK and COLORED SUNSHADES. LADIES' PATENT LEATHER SLIPPERS. LADIES' & CHILDREN'S BOOTS & SHOES.

New Patterns in POMPADOUR SATEENS. Plain Colored SATEENS in every Shade. FRENCH PERCALES in every Pattern. Specialties in ZEPHYR CHECKS. CANVAS CORSETS for Summer Wear. SUMMER PAJAMAH FLANNELS. Novelties in LADIES' SILK UMBRELLAS. Trimmed and Untrimmed HATS & BONNETS. A Choice Selection of FLOWERS. OSTRICH TIPS & FLATS in Light Colours. INKSTANDS in Great Variety.

A LIBERAL DISCOUNT FOR CASH. SAYLE & CO. VICTORIA EXCHANGE, HONGKONG. Hongkong, 4th April, 1883. [249]

JUST RECEIVED.

A CHOICE ASSORTMENT

SHOES.

CHILDREN'S.....FROM \$0.35 PER PAIR. LADIES'.....FROM \$1.00 PER PAIR.

ROSE & CO.

31 AND 33, QUEEN'S ROAD CENTRAL. Hongkong, 2nd April, 1883. [379]

CHS. J. GAUPP & CO. CHRONOMETER, WATCH, AND CLOCK-MAKERS. JEWELLERS, SILVER-SMITHS, AND OPTICIANS.

CHARTS AND BOOKS. NAUTICAL INSTRUMENTS. SOLE AGENTS for Louis Audeman's Watches; awarded the highest Prizes at every Exhibition; and for Voigtlander and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES, AND SPYGLASSES. No. 38, QUEEN'S ROAD CENTRAL [447]

WILLIAM SCHMIDT & CO. GUNMAKERS & AMMUNITION DEALERS. BEACONFIELD ARCADE.

Arms, Ammunitions, and Requisites of every description. Arms Repaired, Cleaned, or Converted at moderate charges. Sporting Guns and Ammunition always on hand.

Shipping.

STEAMERS.

FOR SINGAPORE AND PENANG. THE Steamship

"VORTIGERN" will be despatched for the above Ports TO-MORROW AFTERNOON, the 4th May, at FIVE O'CLOCK.

For Freight or Passage, apply to AH YON & Co., 80, Praya Central. Hongkong, 30th April, 1883. [336]

FOR SYDNEY AND MELBOURNE. (Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to NEW ZEALAND, NEW CALEDONIA, FIJI and TASMANIA.)

THE "Eastern and Australian Steamship Company's Chartered Steamer

"GORDON CASTLE," Captain Waring, will be despatched as above, on or about SATURDAY, the 12th May.

Parcels (all of which must be sent to our Office) will be received up to 4 P.M., on the 11th May.

Contents and Value of Packages must be declared.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents. Hongkong, 25th April, 1883. [327]

NOUVELLE COMPAGNIE MARSEILLAISE DE NAVIGATION A VAPEUR.

THE Steamship

"LIBAN," Candolle, Commander, will sail on or about MONDAY, the 21st May, for MARSEILLES, via SAIGON, SINGAPORE, COLOMBO, ADEN, and SUEZ; and with leave to call at PENANG and TUTUCORIN. In connection with these Steamers the Company runs a Line from MARSEILLES to HAVRE and LONDON, leaving MARSEILLES after arrival of the Steamer from CHINA.

The Company also runs Steamers regularly from MARSEILLES to numerous Ports in the MEDITERRANEAN and BLACK SEA, by which through freight may be booked.

The Company has a Forwarding Agency at Paris, 9, Rue de Rougemont, giving special facilities to Shippers.

Each Steamer carries a Surgeon and Stewardess.

FIRST-CLASS FARE TO MARSEILLES.....\$300. SECOND-CLASS FARE TO MARSEILLES.....\$220. RETURN TICKETS are now granted by the Steamers of this line available for the undermentioned periods, to be reckoned from the date of arrival at Marseilles of the Steamer for which the Ticket is issued to the date of re-embarkation there of the Holder of the Ticket.

1ST CLASS. 2ND CLASS. 6 Months.....\$520.....\$410. 12 ".....560.....445. Special rates are arranged for families.

For Freight or Passage, apply to ADAMSON, BELL & Co., Agents. Hongkong, 30th April, 1883. [335]

SAILING VESSELS.

FOR HAMBURG, DIRECT. THE 3/3 L. I. Danish Bark

"KJOBENHAVN," N. Magleby, Master, will load as above and will have quick despatch.

For Freight, apply to PUSTAU & Co. Hongkong, 4th April, 1883. [257]

FOR SAN FRANCISCO. THE 3/3 L. I. American Ship

"WANDERING JEW," Talpey, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co. Hongkong, 15th March, 1883. [210]

FOR NEW YORK. THE American Ship

"MARY WHITRIDGE," Freeman, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co. Hongkong, 15th March, 1883. [211]

FOR NEW YORK. THE American Bark

"C. B. HAZELTINE," Gilkey, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co. Hongkong, 10th March, 1883. [191]

FOR VICTORIA, B.C. AND NEW TACOMA W.T. THE American Ship

"MERCURY," Panno, Master, will load here for the above Ports, and will have quick despatch.

For Freight, apply to RUSSELL & Co. Hongkong, 19th April, 1883. [304]

FOR SAN FRANCISCO. THE 3/3 L. I. American Bark

"PENOBSCOT," Eaton, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co. Hongkong, 19th April, 1883. [301]

FOR SAN FRANCISCO. THE American Ship

"GUARDIAN," Fletcher, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co. Hongkong, 19th April, 1883. [303]

Consignees.

NOUVELLE COMPAGNIE MARSEILLAISE DE NAVIGATION A VAPEUR.

STEAMSHIP "LIBAN," CANDOLLE, COMMANDER.

CONSIGNEES of Cargo by the above named vessel from Marseilles and intermediate Ports, and in connection with the "TAYGETE" from London, are hereby informed that their Goods are being landed at their risk into Godown H of the Undersigned, Marine Lot No. 12, whence and/or from the wharves or boats delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 8th instant will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by ADAMSON, BELL & Co., Agents. Hongkong, 2nd May, 1883. [333]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG, AND SINGAPORE.

THE Steamship "CRYSTAL," having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for Counter-signature and to take immediate delivery of their Goods from alongside.

Cargo impeding her discharge or remaining on board after the 6th inst., will be landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected.

Consignees are hereby informed, that any claims must be made immediately, as none will be entertained after the 10th instant. DAVID SASSON, SONS & Co., Agents. Hongkong, 1st May, 1883. [345]

Mails.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY. THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, HONOLULU, AND SAN FRANCISCO.

THE U. S. Mail Steamship

"CITY OF PEKING," will be despatched for San Francisco, via Yokohama, and Honolulu, on SATURDAY, the 5th May, at THREE P.M., taking Passengers and Freight for Japan, Honolulu, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to Honolulu, San Francisco, and Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central, and South America, by the Company's, and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

RETURN PASSAGES.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20 per cent. from Return Fare; if re-embarking within one year, an allowance of 10 per cent. will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25 per cent. from Return Fare. These allowances do not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 P.M. on the 4th May. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Overland Cargo should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

F. E. FOSTER, Agent. Hongkong, 14th April, 1883. [1]

Notices of Firms.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

NOTICE.

DURING my absence Mr. E. L. WOODIN is appointed by the MANAGING DIRECTORS to conduct the Business of this Company at Hongkong.

A. MCIVER, Superintendent. Hongkong, 30th April, 1883. [339]

NOTICE.

THE CHINESE INSURANCE COMPANY, LIMITED.

MR. J. BRADLEE SMITH, having returned to the Colony, will resume his duties as SECRETARY to the above Company on and from the 23rd instant.

WM. REINERS, Chairman, Board of Directors. Hongkong, 21st April, 1883. [313]

NOTICE.

CAPTAIN G. C. ANDERSON will act as SURVEYOR for the BUREAU VERITAS at this Port until further notice.

ROBT. MCMURDO. Hongkong, 11th April, 1883. [262]

NOTICE.

MR. ANTONIO JOSE DA FONSECA is AUTHORIZED to Sign my name per procuration from this date.

M. A. DOS REMEDIOS. Macao, 26th April, 1883. [333]

NOTICE.

THE Partnership between Messrs. WATERS and DA

Intimations.

A. S. WATSON & CO.

FAMILY AND DISPENSING
CHEMISTS,
WHOLESALE AND RETAIL DRUGGISTS,
DRUGGISTS' SUNDRIES,
PERFUMERS,
IMPORTERS AND EXPORTERS
OF

MANILA CIGARS,
WINE AND SPIRIT MERCHANTS,
AND
MANUFACTURERS
OF

AERATED WATERS.

THE HONGKONG DISPENSARY,
ESTABLISHED A.D. 1841.

THE SHANGHAI PHARMACY,
24, NANKIN ROAD, SHANGHAI.

BOTICA INGLESA,
14, ESCOLTA, MANILA.

THE CANTON DISPENSARY, CANTON.

THE DISPENSARY, FOCHOW.

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, Hongkong Telegraph," and not to the Editor.

Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff.

Communications intended for publication must be accompanied by the name and address of the writer, not necessarily for publication, but as evidence of good faith.

While the columns of the Hongkong Telegraph will always be open for the discussion by correspondents of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

TO ADVERTISERS.

Advertisers are requested to forward all notices intended for insertion in that day's issue not later than THREE O'CLOCK so as not to retard the early publication of the paper.

TO SUBSCRIBERS.

Arrangements have been made to publish The Hongkong Telegraph daily at 4 P.M. Subscribers in the central districts who do not receive their copies before FIVE O'CLOCK will oblige by at once communicating with the Manager.

The Hongkong Telegraph

HONGKONG, THURSDAY, MAY 3, 1883.

WHAT has become of the Hongkong Tramways Company? Where are the regular relays of crowded cars which were, according to sanguine scientists and philanthropic promoters, to be following each other in rapid succession from early morn till dewy eve between West Point and Whitfield Station? Where are the numerous handsome villas, so confidently predicted by the *Daily Press* as certain to spring up on the hillside above Causeway Bay, and transform the Shau-ki-wan Road into a busy suburban thoroughfare? Where is the railway, or the wire rope system of cars, which was to bring Victoria Peak within easy hail of Queen's Road, and lead to the speedy formation of a busy township on the mountain top? Has all Mr. BULKLEY JOHNSON'S fervid eloquence been spent in vain? Did Mr. No Choy lay himself open to the charge of being a political turn-coat for nothing? Were all the scientific (?) treatises written and published by local engineers and surveyors on rival tramway systems, motive powers, &c., &c., simply so much love's labor lost? Was the valuable time of the members of our Legislative Council wasted meeting after meeting merely to afford speculative theorists opportunities of propounding Utopian notions, and building impossible castles in the air? Was the sum of \$877,34 voted out of the public funds of this Colony, to defray the expenses incurred by Mr. J. M. PRICE whilst in England and Scotland hunting up statistics and facts relating to tramways, another useless sacrifice at the altar of official jobbery? Is the extraordinary letter on tramways, addressed by "the honorable the Surveyor General" to the Earl of Kimberley—which, *en passant*, we consider a remarkably dear production at \$877,34—to bear no good fruit, to add no new lustre and glory to the renown of its accomplished author? We would rather not undertake to definitely answer these queries; it is sufficient to point out that for months past the proposed tramways have been conveniently permitted to sink into oblivion.

We always desire to give credit where it is justly due, and therefore we are ready to acknowledge that to Mr. F. BULKLEY JOHNSON belongs the credit—such as it is—of introducing into this colony a scheme for the formation of a tramway company. Supported by the mighty name and influence of "the princely house" of JARDINE, MATHESON & Co. and commanding the blind adherence and allegiance of the numerous retainers associated in one way or another with the colossal interests represented by

this first of commercial coalitions, Mr. JOHNSON from his position as resident chieftain, and also as an unofficial member of the Legislative Council undoubtedly represented powerful interests, and as he posed before the public not as a shrewd master of financial speculation but as an enlightened reformer, working solely in the public interest, his proposals were certainly entitled to the most careful and most serious consideration of the government and the community. We unfortunately were unable to agree with the general views entertained and expressed at various times by Mr. JOHNSON; after giving the matter close study, and obtaining reliable professional opinions on the subject, we were forced to the conclusion that the traffic conditions of Hongkong were most unfavorable for the success of a tramway system, and that the narrowness of our streets rendered the scheme all but impracticable. Mr. JOHNSON, on the other hand, doubtless acting on information supplied by the scientists whose interests were bound up in the carrying out of the project, stoutly maintained that the roads and the general character of our street traffic were admirably adapted for tramways. We can hardly in justice blame an unprofessional observer like the honorable unofficial member for entertaining the opinion that our roads were suited for tramways when we find Mr. J. M. PRICE, writing to the Secretary of State a year ago as follows:—"With regard to the diversity of opinion in the Colony as to whether Queen's Road is wide enough for a double line of rails, I concur in the view of the majority of the Legislative Council that the road is wide enough for two sets of rails, and I would therefore recommend a double line being laid except along the short section between the City Hall and Murray Barracks, where the street is too narrow as already reported in paragraph 4 of my letter to the Secretary of State of the 10th of February last. It would be important to issue instructions that along this section only a single line be allowed." This appears plain sailing. Of all men in Hongkong who ought to know the capabilities of our streets for tramways, the Surveyor General certainly stands first. His professional opinions are contained in the extract we have quoted above; what these opinions may actually be worth, time will show.

We do not pretend to know what may have occurred between the 5th September, 1882, and the 14th March, 1883, to change the views of Mr. F. BULKLEY JOHNSON with regard to the suitability of Hongkong streets for tramway lines, but certain it is that at the latter date the confidence of the honorable gentleman appears to have evaporated altogether. At the annual meeting of the members of the Hongkong Chamber of Commerce, held in the City Hall, on Wednesday, March 15th, Mr. JOHNSON in the course of a rather lengthy oration, dealing with the affairs of the Colony generally, is reported to have said:—"If we managed our own affairs how long would it be before a tramway, which is proposed for streets which are too narrow for it, would run for the whole length of a continuous prairie and before the marlous swamp at Causeway Bay would be converted into a flourishing township?" The principal promoter of the Hongkong Tramways Company actually went out of his way to direct public attention to the fact, that a tramway had been "proposed for streets which are too narrow for it." This statement ought certainly to speak for itself. We cannot help feeling gratified that Mr. JOHNSON has, at last, come to our way of thinking, that something must be done to our streets before they are fit for tramways; it is no contemptible triumph to find that the views we upheld from the first have been acknowledged to be correct by the pioneer and special advocate of the proposed innovation.

We should be glad to see a system of tramways introduced into Hongkong, were there the slightest prospects, under existing circumstances, that this convenient method of locomotion would prove successful. But as matters stand, success appears an utter impossibility. Mr. BULKLEY JOHNSON'S latest opinion that our streets are too narrow for a tramway is undoubtedly a correct estimate of actual facts—*malgré* Mr. J. M. PRICE'S professional dictum to the contrary. However, as the jinx has become a pronounced nuisance, it is to be hoped that Her Majesty's Government will not refuse, under certain plainly defined guarantees, to allow the supporters of the tramway scheme to give their project a fair trial. If our present street traffic regulations cannot be improved on, it is quite certain they cannot be made worse; therefore, we are inclined to advocate giving tramways a trial, not with any idea of making this system of locomotion a paying venture, but of leading through its failure to steps being taken to initiate some of the very necessary improvements advocated by Mr. JOHNSON in his Chamber of Commerce speech.

TELEGRAMS.

LONDON, May 1st.

FRANCE AND TONQUIN.

Owing to great excitement over Chinese interference in affairs at Tonquin, the French China squadron has been ordered to keep within reach of Hongkong and Shanghai.

THE RECALL OF THE FRENCH MINISTER COUNTERMANDED.
M. Bourée has received instructions to remain in China.

LOCAL AND GENERAL.

A CHANCE for the Good Templars. Chicago has 3,799 licensed liquor shops.

A REGULAR LODGE of Zealand, No. 525, will be held in Freemasons' Hall, Zealand Street, this evening, at 8.30 for 9 p.m. precisely.

WE are informed by the Agents of the O. & O. S. S. Co., that the Company's steamer *Arabia*, from San Francisco, has arrived at Yokohama, and will sail for this port to-day.

THE ten sugar driers in the employ of the Sugar Refinery at East Point, remanded from the 26th ultimo, were discharged by Mr. Wodehouse this morning, the Manager of the Refinery having stated that since the case was remanded he had discharged all the defendants. We may mention that since the discharge of the obstructionists there has been no further trouble in the establishment.

CHIAN MING SING, an unemployed lad of 18, who was apprehended by Chatter Singh, P.C. 575, going about the streets on the 28th ulto, as apparently being a dangerous lunatic, was pronounced, this morning by the Colonial Surgeon as being a lunatic suffering from dementia. Chan was sent by Captain Thomsett to the Tung Wah Hospital to be dealt with by the authorities of that estimable institution.

THE Municipal Council has at last decided that Paris is to have an underground railway, similar in point of general construction to that of London. But one important superiority of the Paris road over its London prototype will be the cheapness of fares. We are told that the passenger will be carried from Grenelle to the Bastille for two sous and that commutation tickets to workmen, masons, etc., will enable them to make this journey for the modest price of one sou.

THE Paris *Figaro* describes a new style of cannon recently made at Lille that is destined to work a complete revolution in the manufacture of artillery, if it is all true that is claimed for it. It is made of steel about half an inch thick or even less, and when pronounced perfect by the examiners, is placed upon an enormous turning lathe, above which are several bobbins wound with fine silk thread. The ends of the silk threads are fastened to the cannon, which as it turns rapidly on the lathe, soon covers itself with a thick and even covering of silk threads. When the diameter is thus increased to the required size, a coating of India rubber is applied to protect the silk from the weather, and the cannon is ready for use. It is claimed that a silk thread has as much tenacity and resistance as a steel thread of equal diameter, and much more elasticity, consequently its use in the manufacture of artillery possesses many evident advantages, such as the great decrease in weight, and the increased facilities of handling and firing the field piece, due to the fact that silk is a non-conductor of heat.

CHARLES FALLEN, sailmaker, hailing from Norway, was again up before Captain Thomsett this morning on a charge of being drunk and disorderly and assaulting a constable on the 2nd instant. Samuel Mitchell P.C. No. 12, stated that yesterday at 7 p.m. he was in Upper Lascar Lane; he saw Fallen trying to get two other seamen into Tank Lane. He told Fallen to leave them alone; an hour later, however, he saw the two seamen in Tank Lane where there was no light. He spoke to defend them and was told to go away in very uncomplimentary language. Fallen then took to his heels and was followed by the bobby. The irrepressible Norwegian suddenly stopped and, like a bull, butted the constable in the stomach with his head. The peeler was knocked flat on the ground, but on regaining his position he struck down the valiant sailmaker with his baton and ran him in to the Central. Defendant said he was first struck with the baton before he made use of his head-piece as a weapon. His Worship sent Fallen to the "Retreat" for three months. The defendant had four previous convictions against him as loafer, desitute, and general disturber of the peace.

APPROPOS of the late Gustavo Doré, here is an old little anecdote, illustrative of his gentleness and modesty. Some ten years ago a clever young Englishwoman—something more than an amateur artist—was brought one day by some friends to Doré's studio. Unlike most Englishwomen, this was a very impulsive and irrepressible young person, and she offered the frankest criticism on all the works around. The picture on which Doré was then engaged occupied her attention particularly, and not content with recommending various improvements, she suddenly caught the brush from the artist's hands, and saying, "Don't you think, Mr. Doré, that a touch of this kind would be an improvement there?" she actually altered the artist's work with her own audacious fingers. Her friends were rather astounded, and one of them afterwards took occasion to apologize to Doré for the impulsiveness of the young lady. Doré seemed only surprised to find that any apology or explanation should be considered necessary. He thought there was some justice in the suggestion thus practically made, and it seemed quite natural to him that one artist should help another. It did not appear to have occurred to him that there was anything presumptuous in the volunteer effort of the young beginner to lend a helping hand to one of the most celebrated successful artists of the day.

THE decree prohibiting the importation of American hog products into Germany has been gazetted.

A REGULAR LODGE of United Service, No. 1341, will be held on Tuesday next, the 8th instant, at 7.30 for 8 p.m. precisely.

THE recent socialistic disturbances in Paris are attributed to the fact that there are sixty thousand workmen in the city out of employment.

WE read that Madame Bismarck has received from the Shah of Persia the highest decoration of that Empire, an honor never before bestowed on a woman. The Star of the Sun is large enough to cover the half of a modern ball-dress bodice.

A BILL has lately been introduced in Parliament, extending the hours in which marriage may be legally solemnized to six o'clock p.m. As the law now stands, from eight o'clock a.m. until noon are the limits.

"WHY do they cry so much, pa?" asked the editor's little boy at the theatre, referring to the actors on the stage. "Because they see so many dead-heads in the audience," replied the editor, scowling at the other newspaper man in the next row.

MASSANET went on to Hamburg last month to superintend the production of the grand opera "Hérodiade." He met with a perfect ovation from the citizens, and was loaded down with laurel wreaths, etc. When starting from home he packed his laurel wreaths in a box and forwarded them to Paris by express, while his family were requested by the express company to sign the usual receipt for the safe delivery of—"a box of roots and herbs."

THE *Bulletin* says there is a foolish fellow down in Melbourne who has gone to law with a lawyer in respect of a matter affecting baristers in general. He is one John Meany, and he sues John Fisher, barrister-at-law, for £99 damages, for neglecting to defend him after accepting a retainer of two guineas to do so. The case involves what lawyers would call the nice point, whether grocers are bound to supply sugar after accepting your order and cash in advance—no, whether barristers are bound to appear for a client after taking a fee. John Meany cannot be fully aware of the fact that for a man to be an officer of a Court of Justice has from time immemorial been regarded as investing him with a sacred right to swindle clients. The nearer the law, the further from justice.

A MEETING of the members of the Cricket Club was held in the Pavilion yesterday afternoon to consider the question of keeping the ground open later than usual in the interests of lawn tennis players. There was a fair attendance. Mr. W. M. Deane, who occupied the chair, briefly explained the object of the meeting, and asked if any member had any proposal to make. Mr. J. H. S. Lockhart proposed that the time for doing the ground be left entirely to the discretion of the committee, which was seconded by Mr. G. S. Coxon. An amendment was proposed by Mr. F. Essex, that the ground be kept open until June 30th, but found no seconder. After a few observations from Messrs. Tripp, Deane and St. Croix in favor of closing the ground at an early date, it was ultimately resolved on the motion of Capt. Newington, seconded by Mr. Foss, "that the ground be kept open until May 30th." After some further conversation as to the date of opening next season, the meeting terminated.

WHEN people feel inclined to be glib about Irish outrages, and don't know exactly how to choose their language, they might repeat the following, which we quote from an Adelaide paper:—"In the earlier part of 1862, Sir W. Harcourt (who was not Secretary for Ireland) a member of the English Government, stated in his place in the House of Commons that the evictions were proceeding at the rate of a thousand a day, and that every such eviction was a deliberate murder. He pathetically implored every Irish landlord to refrain from pursuing those evictions but his appeal was ignored; and it has afforded the opportunity of saying that England stands alone among civilized nations in the proud position of awarding capital punishment for the non-payment of a simple sum of £5, 13s. 4d. There can be no doubt whatever that if these eviction scenes were attempted to be perpetrated in the comparatively uncivilized nations of France, Germany, and Austria, the strong arm of the Government would be interposed, not as with the English, on behalf of the landlords, but on behalf of the people who were being cruelly and slowly done to death by the landlords, backed by the military, the police, and government prisons!"

MORE plain-English by a correspondent to the Sydney *Bulletin*:—"Loyalty to the Throne, 'Loyalty to the Constitution and institutions of Great Britain,' 'Loyalty to the integrity of the Empire,' are stock phrases of the privileged and plutocratic classes, and as such a disguise of fraudulent intention and purposes as are the stock headings of some advertisements. Such 'loyalty,' with its effusive reverence for 'law and order,' its horror of 'anarchy'—while the juggernaut of a monarchial and aristocratic system 'it worships' is daily doing to death thousands of people, and degrading hundreds of thousands more to a hapless, hopeless, and helpless serfdom—is treason to the people, a libel upon civilization and Christianity, and a fraud upon society. It is with the preaching of this sort of 'loyalty,' that the plutocratic class and anti-Irish crusade, from press and platform (at home and here), hope to stifle all efforts for the reform of abuses, and a concession of that self-government to Ireland which is enjoyed in the colonies. 'Loyalty to the Throne' and 'Loyalty to the Empire' are the large excuses for covering Ireland to a submission to injustice, and to forfeit its right to the free institutions and representative self-government that have been so long conceded to this and other parts of the Empire."

A QUEER census, observes a Sydney contemporary, was taken lately, in an English town. In this town there are 25 churches and 35 public houses. On a Sunday in November last the local Temperance Society counted the people who went to worship God, and the number that went to pay their *devoirs* to the devil. The devil headed the poll with 569 to 579. And only two hours' traffic was counted! The moral of this seems to be that people should be allowed to take their bottle of beer with them to church. It would be an excellent antidote against dry sermons, anyhow. But it is a fearful thing to think that there should be people living who love liquor more than the Lord. A very fearful thing. If we could withdraw any of our capital out of the missionary business, we should go right home and buy up five hotels at five good cash-corners in that town.

THE organ of the Russian general staff, the *Russki Invalid*, describes the Egyptian war in its military summary for 1882. It says:—"The first thing that strikes one is the immense transport power possessed by England," and it adds that the infantry "showed at Tel-Kebr that it still preserved the spirit of the good old times, and that, in spite of the breach-leader, the bayonet is still the most decisive weapon of war." From "a Continental point of view, however, the war was not so satisfactory. The difficulty the Government experienced in raising attenuated regiments to their proper strength, and the numerous cases that occurred of mere skeletons of detachments being sent to the seat of war, showed that at the very utmost England could not land more than 40,000 troops on the Continent of Europe without considerable difficulty, and that even this could not be effected without leaving England completely bare of an army."

THE following is extracted from a mass of similar correspondence appearing in the *Irish World*. From Peoria, Illinois, Mr. P. Crowe thus advises Irishmen in this country:—"After showing the utter impossibility of opposing the English Government by force of arms in regular warfare, the writer goes on as follows:—"When we begin to fight we must make war, not on Englishmen or Englishwomen, but war on English capital, war on English palaces, on English warehouses, manufacturing establishments, on English shipping, on her dockyards and ports. Now, the easiest way to do anything is the best way. Mrs. O'Leary's cow did more damage by kicking over a coal oil lamp in a stable in Chicago than did the German army, with all its artillery, to Paris in four months, or more, while they laid siege to it. Therefore I hold that coal oil, judiciously applied, is a million times more destructive to property than the 'villainous saltpetre.' Now, for this mode of warfare we ought to have 500 sober, brave men, and we ought to have 500,000 dollars for their support and maintenance for one year—in the field—300 of these men to occupy London, 50 for Manchester, 50 for Liverpool, 50 for Bristol, and 50 for Glasgow. Each of these soldiers on entering the respective battle-ground to secure a room, a furnished one. To that room he ought to convey a five-gallon can of coal oil in his trunk, and a box of matches. On a stormy night, on a signal from the officer commanding, 350 fires should blaze out in different parts of London, and fanned by an equinoctial storm they would make a blaze that would be the wonder of the world. Moscow and Chicago would not be a patch to it in grandeur and magnificence. In its light we should read the charter of our independence as a nation."

WE take the following from the *Brisbane Courier* of the 6th instant:—"Those little parti-colored peoples which in various quarters of the globe are subject to the British Crown seem to be very difficult to please, and between white, yellow, and black, alien and Englishman, the representative of the Crown rests upon no couch of rose-leaves. This is the valdication accorded to Sir George Bowen by the *Planters' Gazette*, on leaving Mauritius:—"The health of our long absent but now late governor has for upwards of two years been a subject of controversy. When he left us on a few months' leave of absence, his health appeared of the most robust kind. When later on we heard of him in Europe, dining here, speechifying there, joining in banquets everywhere, and making a jolly time of it generally—always drawing full or half-pay from the funds of the colony—we protested. It seemed to us that he should have been at his post. After the expiration of two years' absence from duty, and this after only a few months' active service in our colony, he would seem to have performed some additional claims. But this is a delicate point. Let us investigate for the moment. The last European mail brought us a letter from Sir George Bowen. Here is the text of its main portion:—"I greatly regret the termination of my official connection with Mauritius. I shall never cease to feel the warmest interest in the future welfare of the colony, and a grateful recollection of the invariable respect and courtesy which, in common with my family, I have received from all classes of the inhabitants of that fair island. The state of my health has been the sole cause of my prolonged absence from my post, but in England, as in the colony, I have never ceased to devote myself to the advancement of the interests of the community over which I have been proud to preside. I request you to lay this letter before the Council of Government, as I desire to bid all the members of that body a hearty farewell. I desire, moreover, to take advantage of this opportunity to repeat the expression of my grateful sense of the loyal support and valuable assistance constantly afforded to me by the Council throughout my tenure of the Government. I have frequently and gladly borne my testimony to the ability, the diligence, and to the public spirit displayed by the Legislature of Mauritius. This we add without comment. It would be pointless to further refer to that body's past and present health. To Hongkong Sir George may go with his love to Mauritius."

BEHINDS twenty-three Socialists, the police of Berlin, during 1882, expelled 1,331 persons, including 134 Russian subjects.

THE whole expense of the Egyptian expedition was about \$32,000,000, of which Great Britain will impose one-fourth upon India.

WE are informed by the Agents, Messrs. Gibb, Livingston & Co., that the "Ben" line steamer, *Bendili* left Singapore for this port on the 6th instant, and is expected to arrive here on the 6th.

TWO inquests were held at the Government Civil Hospital this afternoon, at 2.30. The first was on the body of a male Chinese adult, aged about 30 years, who was found in Wong Nei Chong hanging to a tree; and the second on the body of Mahomed Hossen, of Bombay, aged 30 years, who died this morning on reaching the Hospital. The Bombay man was found in the police cells by Inspector Lindsay in a dying condition; he was arrested last evening for being drunk and incapable, and from the effects of his spree he is supposed to have joined the majority.

WE learn that owing to some differences of opinion, caused by the late lawn tennis handicap, a double handed match has been arranged between Lieutenants Banbury and Allen, representing The Buffs, and Messrs. Douglas Jones and G. S. Coxon on behalf of the Hongkong C. C. The match, which will be decided by the best of five sets, has been arranged to take place on the Cricket Ground (weather permitting) on the afternoon of Saturday the 5th inst. commencing at 5 o'clock. The prize, a silver cup, will be provided by the losers. A close and exciting contest should be the result of this thoroughly sporting event.

THE *Lancet* writing under the heading "Dislike of Doctors" says:—"Lady Florence Dixie assigns as a reason for her refusal to send for a medical man to see her after the recent attack made upon her, 'I dislike doctors!' It would have been, in many ways, wise to call in the assistance of a trusted practitioner after such injuries as her ladyship is alleged to have received. We are not, however, interested in that matter so much as in the fact that there is such a feeling as 'dislike of doctors.' In part, doubtless, this feeling may arise from the recognition that 'doctors' stand very much in the same relation to the body and mind as the minister of religion occupies towards the conscience. A medical man lifts up the veil and sees the psycho-physical being behind it. Probably in a certain proportion of instances the sense of being known is not pleasant. The feeling that a fellow-mortals possesses a deep insight into the actual condition of the organism, and is able to form a clear and approximately full and accurate estimate of the character, may, in some instances, be disquieting, while in others it engenders that sort of self-consciousness on the part of the patient which is experienced by penitents in the presence of their confessors, a feeling of mingled trust and anxiety, of satisfaction and regret. We cannot believe that any 'bitter form of dislike of doctors' than that many-phased feeling to which we have alluded can prevail. The medical adviser is, or ought to be, the best known and the most sincerely trusted of all the friends of his patient. His friendship should be even more thoroughly a sentiment of the inner life than any other. It is in this light the lay public should view their family doctors and in this esteem the practitioner should aim to be held."

SAFETY AT SEA.

THE loss of the *Cimbria* and the foundering of the *City of Brussels*, emphasizes forcibly the fact that few, if any, merchant steamers can live after a collision which opens one of the main compartments to the sea, taking it for granted that collisions will occur and cannot be prevented by any system of signaling. For instance, in the case of the *Cimbria*, she had just slowed down, and the escaping steam from the safety valve would have prevented a vessel's whistle being distinguished until near at hand. Local causes and curious conditions of the atmosphere, which at times, even in clear weather, becomes partially impervious to sound, compel us to seek remedies for these disasters in the vessels themselves.

Many professional men, steamship managers and officers, put faith in pumps to withstand slight damages, but the idea is entirely fallacious. Suppose a hole one foot square in a ship's side made sixteen feet under water, and most transatlantic vessels draw twenty-four feet, or more—it is readily calculated that 12,240 gallons will enter the ship per minute. Now no steamer has this pumping capacity, and even if the whole power of the engines was devoted to the task, it would not be enough to bring the water to the pumps, and they cannot be fitted. Then we must seek for the remedy in water-tight subdivision. That is, the vessel must be so divided by bulkheads that if any compartment is destroyed, the ship will still float. Most transatlantic steamers claim to be so divided, but it is well known that there is not one in ten which if stove in one of the main compartments, will not go to the bottom quickly. The ship, which Sir George Bowen on his usual visits to the colony has seen, is a case in point. There is only about twenty feet from the bow bulkhead to the first transverse bulkhead, and has no doors in it, the ship is narrow at this point, and hence the bulkhead, or partition, is strong, and can withstand the pressure of the water.

Now, all the other dividing bulkheads should be similarly arranged, but, on the contrary, these are passages and doors in them below the water line. These doors are seldom closed, sometimes not hung, and sometimes the bulkheads do not go up above the water line. There are the so-called water-tight subdivisions, a mere sham; further, it is well known that, as yet, no vessel has been constructed, even if not placed, these bulkheads would carry away under the pressure of the water.

Now if these compartments were really water-tight, if one of the main compartments were stove in, the ship would be in most cases more stable than before, and though not so manageable, would be safer than when intact. The remedy is, therefore, plain: the subdivision of passenger boats into water-tight compartments should be regulated by law, and as a necessity enforced as the law relating to boilers and funnels. All governing nations, vessels are now so designed that after all possible damage has been done by war, and after all the compartments have been stove in, the vessel will not sink, and the crew and passengers will be saved. The same principle should be applied to merchant steamers, and the ship should be so constructed that, even if one of the main compartments is stove in, the ship will not sink, and the crew and passengers will be saved. The same principle should be applied to merchant steamers, and the ship should be so constructed that, even if one of the main compartments is stove in, the ship will not sink, and the crew and passengers will be saved.

THE SHANGHAI SPRING RACE MEETING.

Stewards:—H. De C. Forbes, Esq., J. M. Ringer, Esq., W. Patterson, Esq., A. McLeod, Esq., S. C. Michaelson, Esq., A. Myburgh, Esq., E. O. Arbuthnot, Esq.

[FROM OUR CORRESPONDENT.]
(By Telegram.)

THIRD DAY—WEDNESDAY, MAY 2ND, 1883.

The weather was again unfavorable, rain falling heavily, and the course was very bad going. Mr. St. Andrew commenced well by winning the valuable Cornet Cup with the Derby hero, Torpedo, this racehorse in miniature bowing over the reputed cracks in grand style. Allegro, running unpenalized as his two previous victories, were over a mile, landed the Great Northern Plate for Mr. Bill, and then the Arthur confederacy won two races in succession, the Manchu Stakes and Chau-shang-kiuk Cup, with the griffin Belgravia and Cheapside. Mr. Henry's popular but lately unfortunate colours had a turn in the Yangtze Stakes, Rialto fairly outstaying his opponents. The "demon horse-man" scored a victory for Mr. Vincent in the Consolation on Ambassador, the Hongkong Derby winner running a good pony. There was a lot of speculation as usual on the Champions, which fell an easy prey to Torpedo, this wonderful griffin beating Prejudice and Oriole in a common canter, thus making the third important victory won for the "blue and silver" by the sturdy little dun.

The following are the winners:—

THE CORNET CUP, value, 100 Sovs.; presented by Messrs. Kerfoot and Moutat; for China Ponies; weight for inches as per scale; Winner of a Race at this meeting, 4 lbs. extra; two or more Races, 7 lbs. extra; Griffs at date of entry allowed 5 lbs.; entrance fee, 10s. to each; first Pony to receive 50 per cent; second Pony, 30 per cent; third Pony, 20 per cent of the entrance fees. One Mile and a Half.

Mr. St. Andrew's dun Torpedo lost. 5lb. extra. (incl. 4 lbs. ex.)

THE GREAT NORTHERN PLATE; value, 100; for Ponies that have run at this Meeting; weight for inches as per scale; winner of one Race at this Meeting under a mile, 7 lbs. extra; two such Races, 10 lbs. extra; entrance, 10s. 5 Seven Furlongs.

Mr. Bill's gr. Allegro 11st. 1lb. 1

THE MANCHU STAKES, a Sweepstakes of 75s. each, with 10s. 10d. added; for China Ponies being bona fide Griffs at date of entry, and have run and not won a Race; first Pony to receive 70 per cent; second Pony, 20 per cent; third Pony, 10 per cent; weight for inches as per scale. One Mile and a Quarter.

Mr. Arthur's gr. Belgravia 11st. 4lb. 1

THE CHAU-SHANG-KIUK CUP, value, 100; presented by the Employees of the C. M. S. N. Co. of Shanghai; for China Ponies that have never run at any Meeting in China or Hongkong previous to date of entry at each Meeting. To be won at two consecutive Meetings by Ponies, the bona fide property of the same owner or owners; weight for inches as per scale; entrance, 10s. 10d. to be paid to the Winner until the Cup is finally won, when the second Pony will receive the entrance fees. One Mile.

Mr. Arthur's gr. Cheapside lost. 12lb. 1

THE YANGTZE STAKES, value, 100; added to a Sweepstakes of 10s. 5 each; for China Ponies; weight for inches as per scale. Two Miles and a Half.

Mr. Henry's gr. Rialto 11st. 4lb. 1

THE CONSOLATION CUP, value, 100; for Ponies that have run at this Meeting and not won a Race; weight for inches as per scale; entrance, 10s. 5. Once Round.

Mr. St. Vincent's bay Ambassador 11st. 4lb. 1

THE CHAMPION SWEEPSTAKES; a forced entry for Winners; optional for the Winners of the Roadsters Plate or the Consolation Cup, and all other Ponies that have run at this Meeting, not exceeding 14 hands in height; weight for inches as per scale; Entrance, 10s. 10d. winners of two Races, 10s. 10d. extra; one Mile and a Quarter.

Mr. St. Andrew's dun Torpedo lost. 6lb. 1

Mr. Fungus's gr. Prejudice, lost. 12lb. 2

Mr. Stephen's b. Oriole, 11st. 1lb. 3

MARCH STORMS.

The following brief synopsis of the storms of March for ten years will show how safe it was for Wiggins to predict a storm on any three days of March:

March, 1882, shook its mane like a true monarch of the desert and roared at sundry times to the tune of sixty miles an hour throughout the Gulf of Mexico and the South Atlantic States.

In 1873 March also proved to be a very stormy month, eleven severe disturbances having passed across the country.

In 1874 there were no less than twelve storms of cyclones that travelled the country from the Rocky Mountains, doing great damage.

March, 1875, showed a severe storm, raging along the New Jersey and Gulf coasts during the 2nd, 3rd, 4th, 5th, and 6th. Eleven storms, most of which were severe, visited the country that month.

The storms of March, 1876, were eight in number. In many places the wind blew over fifty miles per hour. The Atlantic and Gulf coasts were the greatest sufferers.

In March, 1877, there were twelve disturbances, accompanied by destructive gales.

March, 1878, will be long remembered by the terrific storm both on the Atlantic Coast and in the Northwest. The snow storm in the latter district was the most severe on record.

The meteorological record of March, 1879, would impress anyone who studies it that it is a very simple matter to "predict" a great storm during the month, with immense chances of success. No less than eight storms crossed the territory between the Rocky Mountains and the Atlantic Coast, many of them being terrible from the Pacific.

In March, 1880, sixteen disturbances crossed the country, mainly from the northwest, but some of which caused gales of wind amounting to fifty-six miles an hour along the Atlantic Coast.

In March, 1881, there were nine storms reported, during the movement of which such wind velocities were attained as: Delaware Breakwater, 70 miles; Cape May 44 miles; Sandy Hook, 66 miles; Thatchers Island, 66 miles; New York, 48 miles; and Havana, 58 miles.

From the above it will be seen that it would be by far more difficult to guess at a clear day than a bad one during this month. New York Herald.

PROPOSALS IN NOVELS.

Nancy, Miss Broughton's heroine, tells her middle-aged wooer, among other things, that she accepts him because "I did think it would be a nice thing for the boys; but I like you myself, besides." After this ardent confession he "kissed her with a sort of diffidence." Many men would have preferred to go out and kick "the boys."

Mr. Rochester's proposal to Jane Eyre should be read in the works both of Bret Harte and of Miss Bronte. We own that we prefer Bret Harte's Mrs. Rawley, who wearily ran the poker through his hair and wiped his feet on the dress of his beloved. Even in the original authority, Mr. Rochester conducted himself rather like a wild beast. "He ground his teeth," he seemed to devour Miss Eyre with his "flaming glance." Miss Eyre behaved with sense. "I retired to the door." Proposals of this desperate and homicidal character are probably rare in real life, or at least out of lunatic asylums. To be sure, Mr. Rochester's house was a kind of lunatic asylum, in which he kept Mrs. Rochester, unfortunately insane. Adam Bede's proposal to Dinah was a very thoughtful, earnest proposal. John Inglesant himself could not have been less like that victorious rascal, Tom Jones. Colonel Jack, on the other hand, "used no great ceremony." But Colonel Jack, like the woman of Samaria in the Scotch minister's sermon, "had enjoyed a large and rich matrimonial experience," and went straight to the point, being married the very day of his successful wooing. Some one in a story of Wilkie Collins asks the fatal question at a croquet party. At lawn-tennis, as Nimrod said long ago, "the pair is too good to inquire into matters of the affections. In Sir Walter Scott's golden prime, or rather in the Forty-five as Sir Walter understood it, ladies were in no hurry, and could select elegant expressions. Thus did Flora reply to Waverley: "I can but explain to you with candor the feelings which I now entertain; how they might be altered by a train of circumstances too favorable perhaps to be hoped for, it were in vain even to conjecture; only be assured, Mr. Waverley, that after my brother's honor and happiness there is none which I shall more sincerely pray for than yours." This love is indeed no Sydney Smith heard the Scotch lady call "love in the abstract." Mr. Kingsley's Tom Thurnall somehow proposed, and was "converted" all at once—

—a more complex psycho-theological performance was never heard of before. Many of Mr. Abell's thirty-five cases are selected from novelists of no great mark; it would have been instructive to examine only the treatment of the great masters of romance. But after all this is of little consequence. All day long and every day novelists are teaching the "Art of Love," and the Ovid to the age. "Thackeray says that in writing these passages he used to blush till you would think he was going into an apoplexy. But what are novels without love? Mere waste paper, only fit to be reduced to pulp; and restored to a whiteness and firmness on which more love lessons may be written."—London Daily News.

JOHN GOES TO THE PLAY—"INGOMAR" IN PIGEON-ENGLISH.

A Chinese view of the drama of "Ingomar" has got into print, in the following account, given by Chin Wang, of his visit to the theatre to see Miss Mary Anderson in "Patria." "Me go theatre, top side Fifth Avenue. Melican man and Melican ladde playe "Ingomar." Melican ladde wear white dress, white like snow. Blandis come and scoope old man, take him top side mountain, make him allee same likee pack mule. Melican ladde heepee cry. Olo looster wantee mally her. She say: "You give me monee sabee, father; he scoope by blandis; you sabee, me mally you." Olo looster allee samee stingy likee miser. He say:

"Me see you d—d first."

Then Melican ladde cly thlee, four times and go top side mountain, lookee for old man. Sleep under glooselly bushce every time night; no hurtee white dress. She come top side mountain in thlee weeks and find old man; he big cly baby. Barbarian he say to Melican ladde:

"You stayce. Olo Melican go homee. No good."

Melican ladde she stay and puttee plosies on stiling, and washee disce, and mashee Barbarian.

"One day he come loound, and he say: "Me like you, me no keepce you top side mountain. You go home to olo Melican man; won't cost you cent," and Barbarian man cly, and he say he have no more use be Barbarian.

Melican ladde she lookee to side sky, and she say:

"Me leavee no Barbarian man, Barbarian man shakee gang and come down town and puttee store clothes on."

He says:

"Me go alongside and behave myself, and gettee job in blacksmith shopee, allee likee Greek man."

Melican and ladde Barbarian man come down mountain slide, and Melican ladde introduce Barbarian all loound. Plecty soon olo miser come loound, and he say:—

"Me goitce olo man where hair is short; me goitce big monee; me buyce up allee olo man's note, and me sell him outlee like heepee; me get heepee big bulgee and me gettee olo man, olo woman and Melican ladde allee samee for allee."

Barbarian man say:

"You allee samee olo slucker," and he choikee him and kick him plee, four times on top side stomach, and he say: "Me be slave; you little Melican ladde go free."

Olo miser say:

"All lightce; you my slave; me makee yoe allee likee Greek man."

Plecty soon, big gang blandis, un in and say to Barbarian man:

"How hurtee you?"

Barbarian say:

"Olo miser boughtce me allee samee for slave."

Then allee blandis say:

"Whoop la-ee," and knockce olo miser, top side heepee with battle ax and punches him full holes with speere, allee samee likee pepper-box.

The King, he come and shakee hands with Barbarian man, and he say:

"You allee samee bully boy; me givee you Melican ladde for wife. Me givee you big gang allee and you housee job. Sleep on."

Everybody shakee hands allee loound. Barbarian man kiss Melican ladde. Clurin come down and all people go top side Fifth Avenue.

Me likee Melican ladde, and me would likee knock head off small boy in galley who all time say:

"Lessece! lessece!"—N. Y. Tribune.

HONGKONG TEMPERATURE

(From Messrs. FALCONER & CO'S BAROMETER.)	Yesterday.
Barometer—4 P.M.	29.95
Thermometer—4 P.M.	77
Thermometer—8 P.M.	75
Thermometer—1 P.M. (Wet bulb)	73
Thermometer—4 P.M. (Wet bulb)	71
Thermometer—8 P.M. (Wet bulb)	69
Thermometer—1 P.M. (Wet bulb)	67
Thermometer—4 P.M. (Wet bulb)	65
Thermometer—8 P.M. (Wet bulb)	63
Thermometer—1 P.M. (Wet bulb)	61
Thermometer—4 P.M. (Wet bulb)	59
Thermometer—8 P.M. (Wet bulb)	57
Thermometer—1 P.M. (Wet bulb)	55
Thermometer—4 P.M. (Wet bulb)	53
Thermometer—8 P.M. (Wet bulb)	51
Thermometer—1 P.M. (Wet bulb)	49
Thermometer—4 P.M. (Wet bulb)	47
Thermometer—8 P.M. (Wet bulb)	45
Thermometer—1 P.M. (Wet bulb)	43
Thermometer—4 P.M. (Wet bulb)	41
Thermometer—8 P.M. (Wet bulb)	39
Thermometer—1 P.M. (Wet bulb)	37
Thermometer—4 P.M. (Wet bulb)	35
Thermometer—8 P.M. (Wet bulb)	33
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Thermometer—4 P.M. (Wet bulb)	29
Thermometer—8 P.M. (Wet bulb)	27
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Thermometer—4 P.M. (Wet bulb)	23
Thermometer—8 P.M. (Wet bulb)	21
Thermometer—1 P.M. (Wet bulb)	19
Thermometer—4 P.M. (Wet bulb)	17
Thermometer—8 P.M. (Wet bulb)	15
Thermometer—1 P.M. (Wet bulb)	13
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Thermometer—1 P.M. (Wet bulb)	7
Thermometer—4 P.M. (Wet bulb)	5
Thermometer—8 P.M. (Wet bulb)	3
Thermometer—1 P.M. (Wet bulb)	1
Thermometer—4 P.M. (Wet bulb)	-1
Thermometer—8 P.M. (Wet bulb)	-3
Thermometer—1 P.M. (Wet bulb)	-5
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Thermometer—4 P.M. (Wet bulb)	-85
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Thermometer—4 P.M. (Wet bulb)	-91
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Thermometer—4 P.M. (Wet bulb)	-97
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Thermometer—8 P.M. (Wet bulb)	-141
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Thermometer—1 P.M. (Wet bulb)	-347
Thermometer—4 P.M. (Wet bulb)	-349
Thermometer—8 P.M. (Wet bulb)	-351
Thermometer—1 P.M. (Wet bulb)	-353
Thermometer—4 P.M. (Wet bulb)	-355
Thermometer—8 P.M. (Wet bulb)	-357

Commercial.

THIS DAY.

Share business is still very quiet, and stocks generally show a weaker tendency. Banks are offered for cash at 186 per cent. premium, but there are apparently no buyers in the market at present. A few Hongkong firms have changed hands this morning at the reduced rate of 1300. Luzons are unsteady at 82, and from all appearance are likely to see a lower rate. The Hongkong Ice Company's scrip is now offered at 172½ without leading to business. Nothing else requires special mention.

With the exception of a few transactions in Luzons at 80, no transfers have been reported since noon. There have been several rumours flying round of some sensational cash business having been put through in various stocks, but as we were unable to verify the alleged transactions, we do not enter into details. Sugar stocks are both weaker than when we last wrote, with sellers of Luzons at 80 and Chinas at 182.

SHARPS.
Hongkong and Shanghai Bank—Ex New Issue—151 per cent. premium.
Hongkong and Shanghai Bank—New Issue—149 per cent. premium.
Union Insurance Society of Canton—\$675 per share.
China Traders' Insurance Company—\$2,575 per share, sellers.
North China Insurance—Tis. 1,700 per share, ex div. sellers.
Canton Insurance Company, Limited—\$140 per share, sellers.
Yangtze Insurance Association—Tis. 1025 per share, sellers.
Chinese Insurance Company—\$205 per share, sellers.
On Tai Insurance Company, Limited—Tis. 150 per share.
Hongkong Fire Insurance Company—\$1,300 per share, sales.
China Fire Insurance Company—\$360 per share, buyers.
Hongkong and Whampoa Dock Company—52 per cent. premium, sellers.
Hongkong, Canton, and Macao Steamboat Co.—\$39 per share, premium, buyers.
China and Manila Steam Ship Company—1221 per share, buyers.
Hongkong Gas Company—\$80 per share, sellers.
Hongkong Hotel Company—\$185 per share, sellers.
Indo-China Steam Navigation Company, Limited—\$100 per share, prem.
China Sugar Refining Company, Limited—\$182 per share, sellers.
China Sugar Refining Company (Debtentures)—3 per cent. premium.
Luzon Sugar Refining Company, Limited—\$80 per share, sales and sellers.
Hongkong Ice Company—\$172½ per share, sellers.
Hongkong and China Bakery Company, Limited—\$80 per share, buyers.
Chinese Imperial Loan of 1878—11 per cent. prem. ex. int.
Chinese Imperial Loan of 1881—3 per cent. prem. sales.

ON LONDON—Bank, T. T. 3/7½
Bank Bills, on demand 3/7½
Bank Bills, at 4 months' sight 3/8
Credits, at 4 months' sight 3/8½
Documentary Bills, at 4 months' sight 3/8½
ON PARIS—Bank Bills, on demand 4/58
Credits, at 4 months' sight 4/68
ON BOMBAY—Bank, T. T. 223½
ON CALCUTTA—Bank, T. T. 223½
ON SHANGHAI—Bank, sight 72½
Private, 30 days' sight 73

EXCHANGE.
ON LONDON—Bank, T. T. 3/7½
Bank Bills, on demand 3/7½
Bank Bills, at 4 months' sight 3/8
Credits, at 4 months' sight 3/8½
Documentary Bills, at 4 months' sight 3/8½
ON PARIS—Bank Bills, on demand 4/58
Credits, at 4 months' sight 4/68
ON BOMBAY—Bank, T. T. 223½
ON CALCUTTA—Bank, T. T. 223½
ON SHANGHAI—Bank, sight 72½
Private, 30 days' sight 73

OPIMUM MARKET—THIS DAY.
New Malwa.....per picul, \$530
(Allowance, Tael 72.)
Old Malwa.....per picul, \$555
(Allowance, Tael 55.)
New Patna (first choice) per chest, \$578½
New Patna (second).....per chest, \$570
New Patna (without choice) per chest, \$571
New Patna (bottom).....per chest, \$580½
New Binaris.....per chest, \$568½
Old Binaris.....per chest, \$562½
New Persian.....per chest, \$585
Old Persian.....per picul, \$460
(Allowance, Tael.)

CHINA COAST METEOROLOGICAL REGISTER.

Barometer.	THIS DAY'S TELEGRAMS.			
	Hongkong.	Amoy.	Shanghai.	Manila.
Barometer.....	70.74	70.85	72.74	70.85
Thermometer attached.....	86.0	86.0	73.0	86.0
Direction of Wind.....	SE	SE	SE	SE
Force.....	4	4	3	4
Dry Thermometer.....	86.0	86.0	73.0	86.0
Wet Thermometer.....	78.0	78.0	68.0	78.0
Weather.....	bc	bc	bc	bc
Hour's Rain.....	—	—	—	—
Quantity fallen.....	—	—	—	—

Barometer: level of the sea in inches, tenths and hundredths. Thermometer: in Fahrenheit degrees and tenths in the open air; in a shaded situation. Direction of Wind, is registered by two points, N., N.E., E., S.E., S., S.W., W., W.N.W., N.W., N.E., etc. Force of Wind: 1 to 3 light breeze, 4 to 5 moderate, 6 to 7 fresh, 8 to 9 strong, 10 to 11 violent, 12 to 13 severe, 14 to 15 hurricane, 16 to 17 typhoon, 18 to 19 extreme, 20 to 21 catastrophic, 22 to 23 catastrophic, 24 to 25 catastrophic, 26 to 27 catastrophic, 28 to 29 catastrophic, 30 to 31 catastrophic, 32 to 33 catastrophic, 34 to 35 catastrophic, 36 to 37 catastrophic, 38 to 39 catastrophic, 40 to 41 catastrophic, 42 to 43 catastrophic, 44 to 45 catastrophic, 46 to 47 catastrophic, 48 to 49 catastrophic, 50 to 51 catastrophic, 52 to 53 catastrophic, 54 to 55 catastrophic, 56 to 57 catastrophic, 58 to 59 catastrophic, 60 to 61 catastrophic, 62 to 63 catastrophic, 64 to 65 catastrophic, 66 to 67 catastrophic, 68 to 69 catastrophic, 70 to 71 catastrophic, 72 to 73 catastrophic, 74 to 75 catastrophic, 76 to 77 catastrophic, 78 to 79 catastrophic, 80 to 81 catastrophic, 82 to 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